and some other airports f the country. These recommendations based on short, medium and long term measures range from improving ground infrastructure facilities, technological improvements in Communication, Navigation, Surveillance (CNS) and Air Traffic Management (ATM), Airspace management, Maintenance procedures of airside, organisational structure of CNS-ATM services, separation of Helicopter and General Aviation Services particularly during peak hours, Manpower Planning, recruitment policy, training and skill development etc.

(c) The short/long term plans inter-alia include: establishment of Clearance Delivery Position to enable pilots to expedite departures; introduction of Auto Release procedures to release the departures on standard routes upto a certain height for expeditious departures; deployment of additional manpower; creating separate helipads and corridors for helicopters; construction of new high speed exit and parallel taxiways to reduce the runway occupancy time and enable operations from both the runways; restructuring of airspace; filling up of vacant posts in ATC; upgradation of Air Traffic Control Automation system and installation of Advanced Surface Movement Guidance & Control System; introduction of Air Traffic Flow Management System to enable the departures from airports other than Delhi and Mumbai.

Flights handled by Mumbai and Delhi Airports

582. SHRI R.K. ANAND: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the No. of airports in the country which are of international standard;

(b) the No. of flights per hour handled by Mumbai and Delhi airports; and

(c) what is the international standard and the reasons for it being so low, when these two face congestion?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Several airports in the country have the facilities as per international standards, of which 14 are declared as international airports.

(b) The maximum number of flights handled at Delhi and Mumbai airports are 30 per hour.

(c) At some of the international airports abroad, the number of flights handled per hour is higher than the number of flights handled at Mumbai and Delhi airports. The number of flights handled not only depend on the air traffic but also depend on the number of runways, taxiways, associated facilities etc. which need improvement at these two airports.

Revision in fares of IA and AI

583. SHRIMATI SUKHBANS KAUR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines and the Air India have revised air fares and freight rates during the last three months;

(b) if so, to what extent; and

(c) the reasons for the increase?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) While Air India has not revised/raised the air fares and freight rates during the last three months, a marginal adjustment in fuel surcharge is done from time to time depending on cost of Aviation Turbine Fuel (ATF). Indian Airlines and Alliance Air (a subsidiary of Indian Airlines) have increased domestic freight rate and domestic Rupee fare by 10% effective October, 2005 to offset the increase in the cost of operation due to increase of ATF prices.

Action Plan for Development of Civil Aviation in U.P.

†584. SHRI JANESHWAR MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any action plan has been prepared by Government for the development of Civil Aviation in U.P.;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The Government does not draw action

†Original notice of the question was received in Hindi.